91273
9U3b
no.40

No. 40

SAN FRANCISCO, CAL.

TO

LOS ANGELES, CAL.

1926

AND LATER REVISIONS

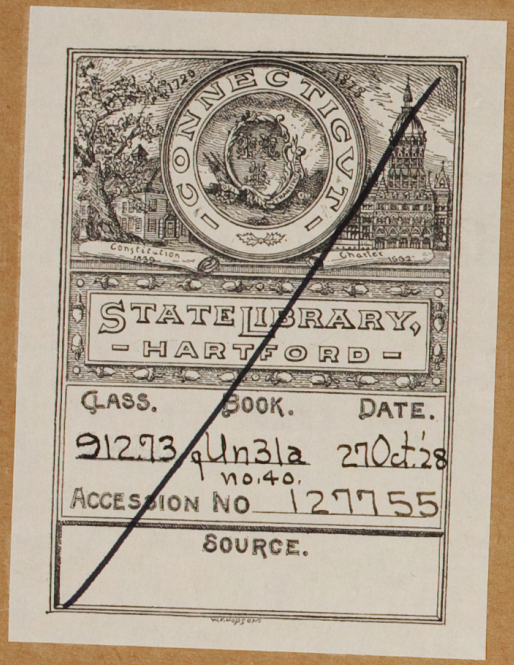
UNITED STATES

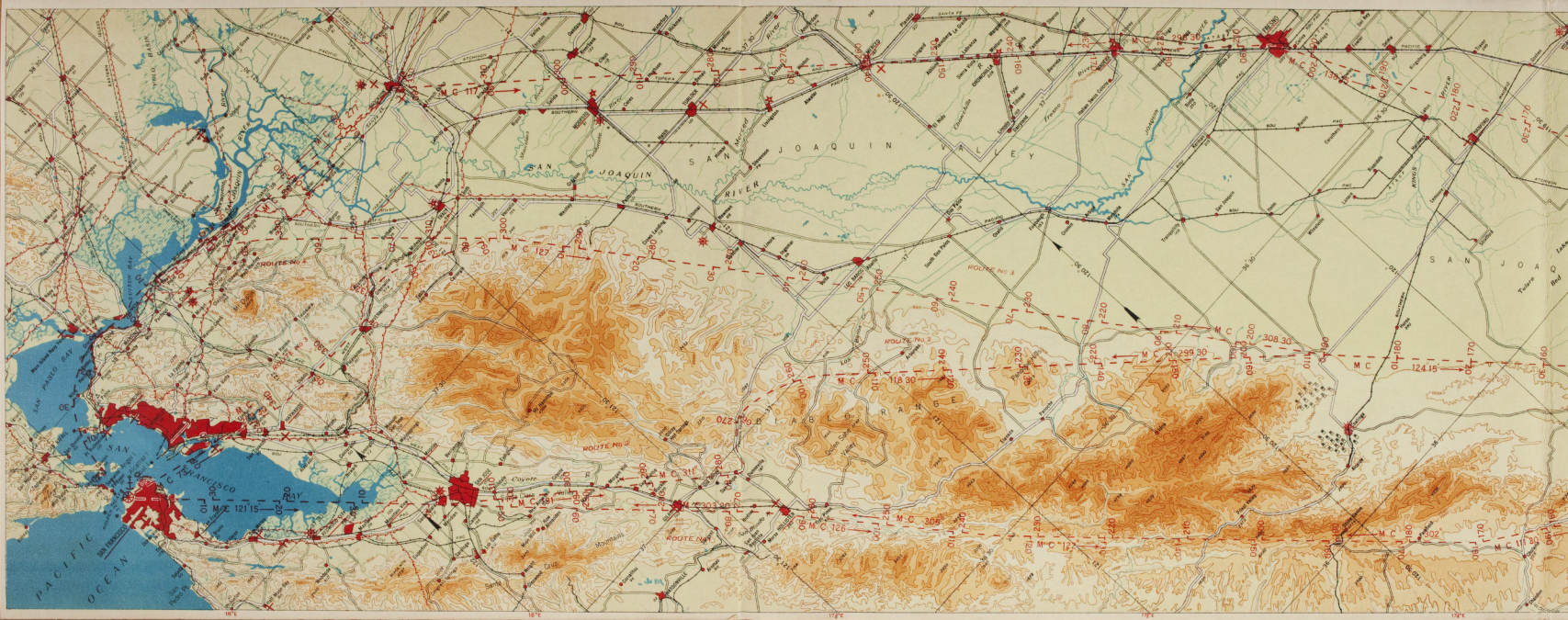
AIR NAVIGATION MAPS

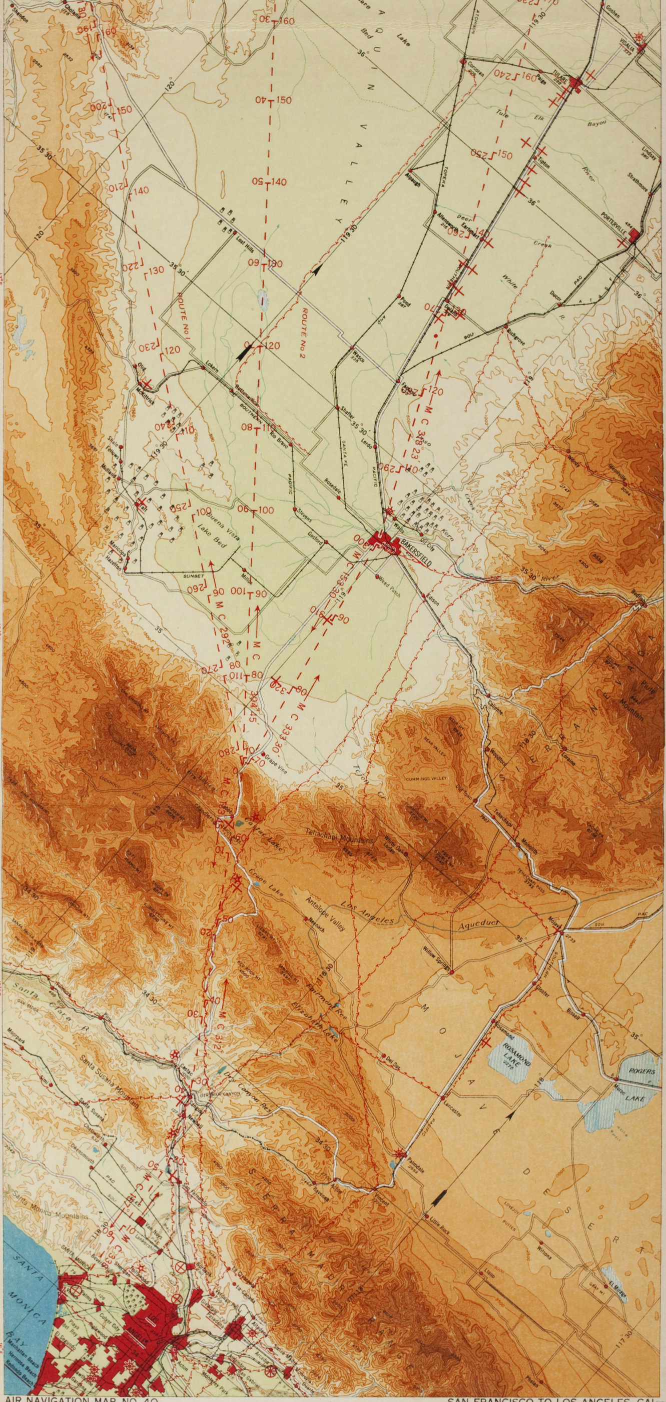
(EXPERIMENTAL)

OCT 27 1928

Map
G
3701
.P6
s500
.U5
no.40




SAN JOAQUIN VALLEY
SAN JOAQUIN RIVER
PACIFIC OCEAN
SAN FRANCISCO BAY
SAN PABLO BAY
SAN FRANCISCO
OAKLAND
ROUTE No. 1
ROUTE No. 2
ROUTE No. 3
ROUTE No. 4
ROUTE No. 5
M.C. 117
M.C. 127
M.C. 121.15
M.C. 118.30
M.C. 124.15
M.C. 299.30
M.C. 308.30
M.C. 303.30
M.C. 311
M.C. 126
M.C. 302



AIR NAVIGATION MAP NO. 40

(EXPERIMENTAL)

21985

SAN FRANCISCO TO LOS ANGELES, CAL

$\frac{1}{500000}$

10 0 10 20 30 Miles

COMPILED AND REPRODUCED BY THE ENGINEER REPRODUCTION PLANT, CORPS OF ENGINEERS, UNDER THE DIRECTION OF THE AIRWAYS SECTION, OFFICE CHIEF OF AIR CORPS

1926

ENGINEER REPRODUCTION PLANT, U. S. ARMY, WASHINGTON BARRACKS, D. C.

- Government Army Navy or Marine Landing Field
- Joint Occupation Government Municipal or Commercial
- Stationary Beacon Light
- Commercial or Municipal Landing Field
- Emergency or Unimproved Landing Field
- Seaplane Landing
- Revolving Beacon Light

0 to 500	1000	1500	2000	2500	3000	4000	5000	6000	8000	10000 feet

GRADIENT OF ELEVATIONS

Datum is mean sea level

Note:- Fog and low clouds during winter months. Usually necessary to follow passes through mountains. Try routes numbered 1, 2, 3 and 4, in order. Do not start for San Francisco without 30 minutes extra fuel supply. If fog prohibits landing at San Francisco, land at Concord or San Mateo.

EXPLANATION

- Railroad, one track
- Railroad, two tracks
- Railroad, three tracks
- Railroad, four tracks
- Railroad, electric
- Transmission line
- Main highway
- Minor road
- City or large town
- Town or village
- Oil well towers
- Intermittent Lake

BAKERSFIELD Cities underlined have name painted on prominent roof

Magnetic declination shown in red figures on edge of map

1641:27/54:52

OCT 27 1928

127755

NO 40.

AIR CORPS MAP

SAN FRANCISCO
TO
LOS ANGELES, CAL.

AIR NAVIGATION MAP NO 40.

(EXPERIMENTAL)

SAN FRANCISCO TO LOS ANGELES, CAL.

1/500000

10 0 10 20 30 Miles

INFORMATION DIVISION.
OFFICE OF CHIEF OF AIR CORPS

R--1930

ENGINEER REPRODUCTION PLANT, U. S. ARMY, WASHINGTON D. C.

RED INFORMATION REVISED AUGUST 1932

NOTE:
Fog and low clouds during winter months. Usually necessary to follow passes through mountains. Try routes numbered 1, 2, 3 and 4 in order. Do not start for San Francisco without 30 minutes extra fuel supply. If fog prohibits landing at San Francisco, land at Concord or San Mateo.

0	1000	2000	3000	5000	7000	9000	MAXIMUM

GRADIENT OF ELEVATIONS
Datum is mean sea level

Marker Beacon
Effective range approx. 5 miles indicated by dotted circle

RADIO RANGE
R R Bn

- Joint Occupation, Government, Municipal or Commercial Field
- Army, Navy, or Marine Corps Field
- Commercial or Municipal Field
- Department of Commerce Intermediate Field
- Marked Auxiliary Field
- Airport light beacon, rotating (within airport symbol)
- Airport light beacon with code light (within airport symbol)
- Airway light beacon, rotating (Arrows indicate course lights)

EXPLANATION

- Railroad, one track
- Railroad, two or more tracks
- Railroad, electric
- Transmission Line
- Lighthouse
- Seaplane Landing
- Oil Well Towers
- Landmark light beacon without bearing projector
- Landmark light beacon with bearing projector (Arrow indicates fixed beam pointing to airport)
- Auxiliary airway light beacon, flashing
- Main highway
- Minor road
- City or large town
- Town or village
- LF Lighting facilities
- BAKERSFIELD Air marked city
- Intermittent Lake

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